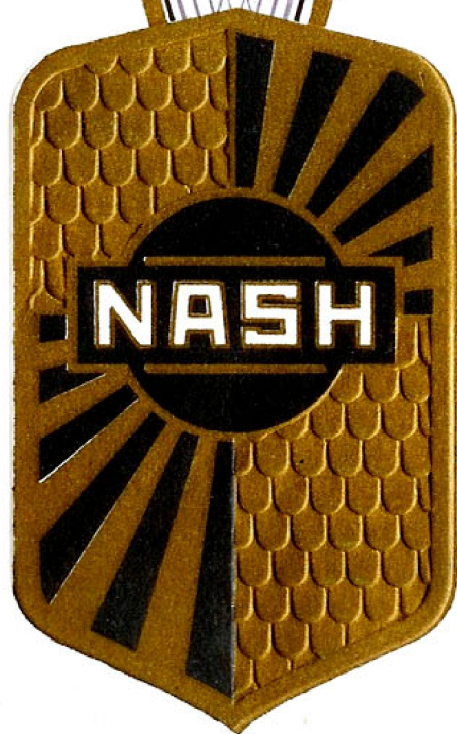




PRESENTING
*The New
Four Hundred Series*
ENCLOSED CARS

NASH

P R E S E N T S

The
Four Hundred
Series

A D V A N C E D S I X

S P E C I A L S I X

S T A N D A R D S I X

E N C L O S E D M O D E L S



Foreword

"IT HAS been the dominating ambition of my whole manufacturing experience to develop a line of cars of moderate price which would have everything in the way of appearance, performance, comfort, and quality that the country's costliest cars offer.

"This ideal has been completely realized, I believe, in the new '400' Series.

"Over \$2,500,000 has been invested in dies and machinery alone to enable us to build this entirely new-type of a motor car.

"Nothing I might say could add emphasis to this — It has been the ambition of my career to build such a car as the '400'."

C. C. Nash

Important Features of the "400" Series

Three series

16 enclosed models

4 wheelbase lengths

Salon Bodies

Twin Ignition motor

Air Craft type spark plugs

High compression

Bohmalite aluminum pistons (Invar struts)

*7-bearing crankshaft
(hollow crank pins)*

*Houdaille and Lovejoy shock absorbers
(exclusive Nash mounting)*

Torsional vibration damper

Double drop frame

Bijur centralized chassis lubrication

One-piece Salon fenders

Clear vision front pillar posts

*All exterior metalware chrome plated
over nickel*

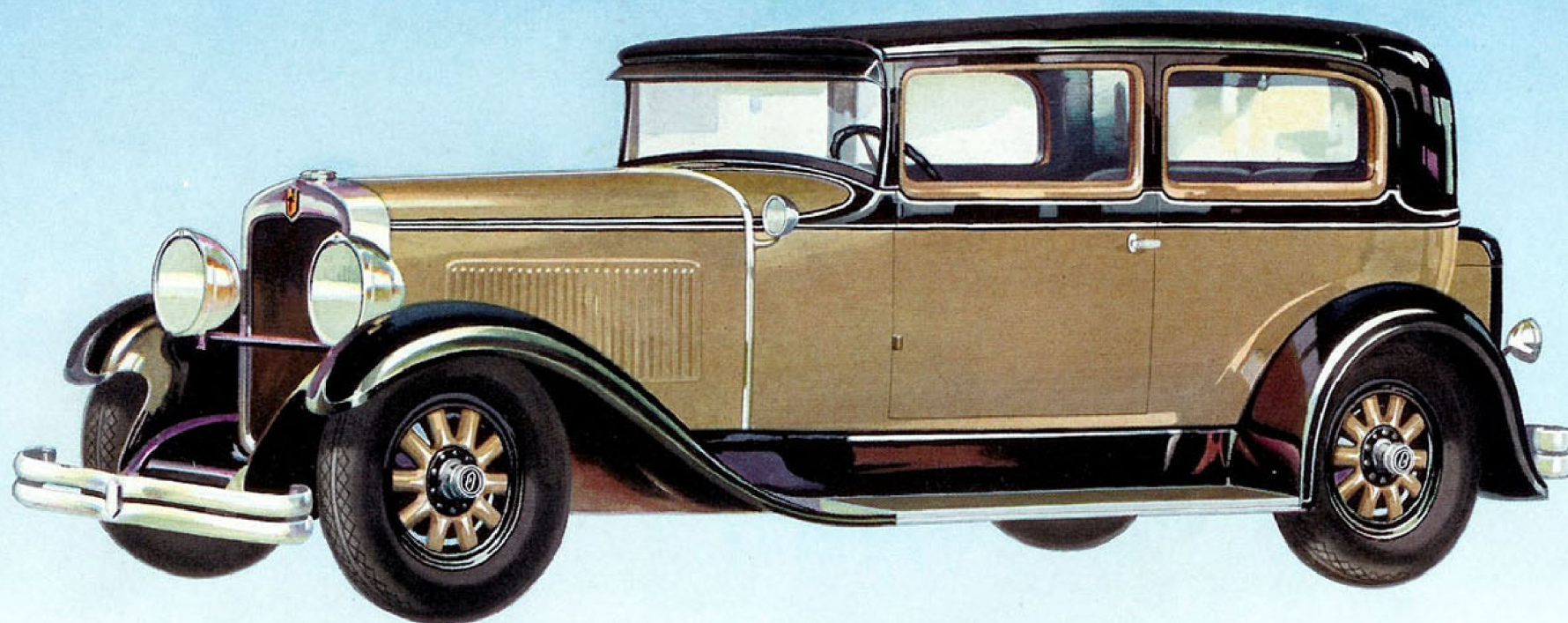
Shorter turning radius

Longer wheelbase

Easier steering

Body rubber insulated from frame

Biflex-Nash bumpers and bumperettes



ADVANCED SIX SEDAN

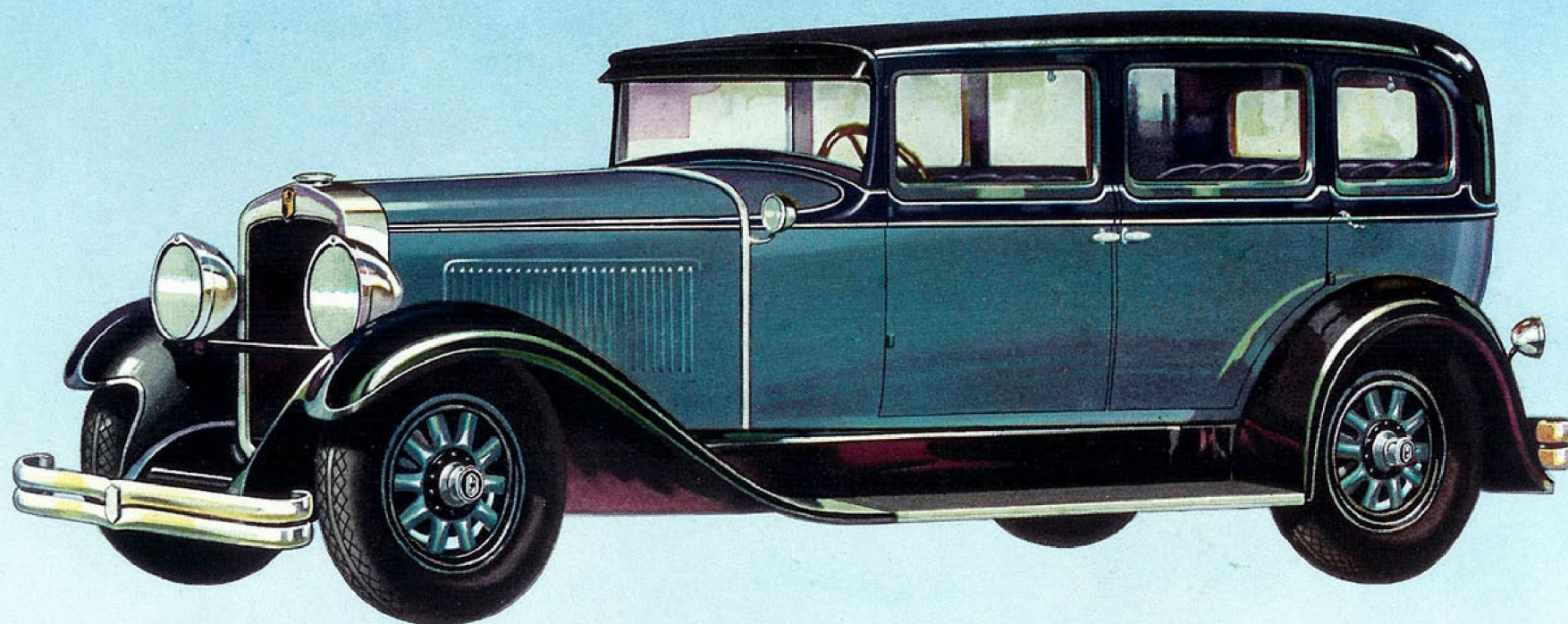
A BRILLIANT example of the new Nash achievement in finer motoring is the Sedan on the Advanced Six "400" Chassis. These details suggest the luxury of its new Salon body . . . tan-gray mohair upholstery with skillfully tailored seat cushions . . . walnut-finish ivory inlaid paneling . . . new instrument

panel with instruments framed in dull gold . . . new "400" "finger-grip" steering wheel . . . adjustable front seats . . . one-piece fenders of Salon design . . . and an oversize, built-in, paneled, Salon trunk at the rear. Houdaille hydraulic shock absorbers front and rear and Bijur centralized chassis lubrication.

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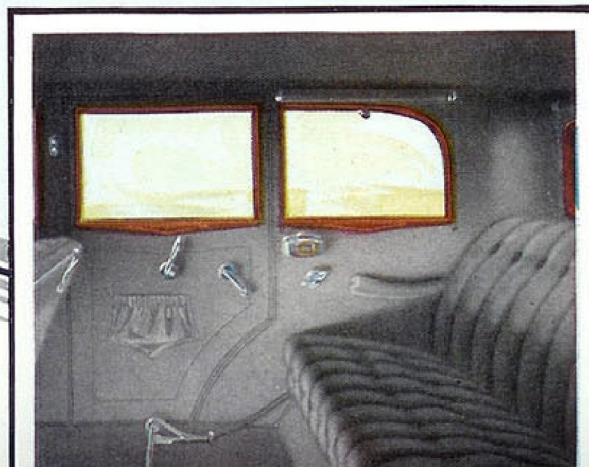
*Model 463
121-inch wheelbase.
Bijur Centralized
Chassis Lubrication.
Houdaille Shock
Absorbers.*



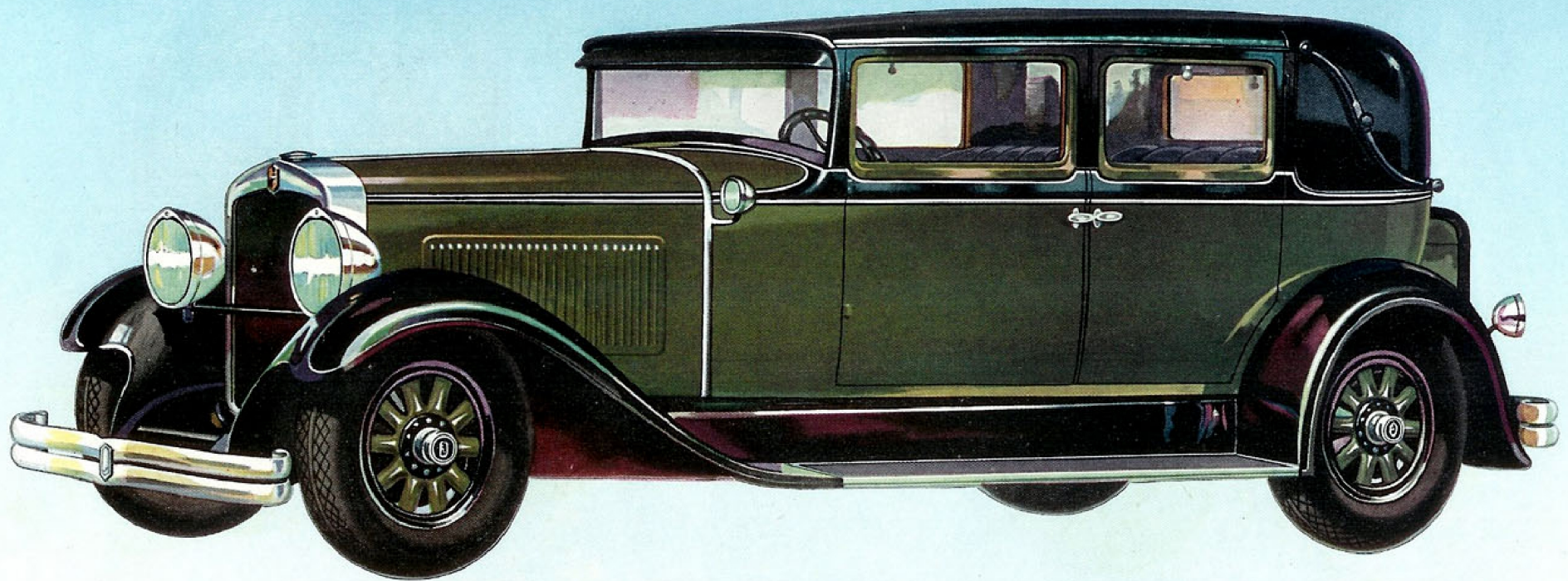
ADVANCED SIX FOUR DOOR SEDAN

TO REALIZE how completely the Nash "400" supplies those advantages which only highest priced cars have heretofore provided, examine the Advanced Six 4-Door Sedan. Upholstered in mohair of finer texture . . . doors and windows are set off by walnut-finish panels inlaid with ivory . . . clear-vision front pillar posts . . . rear seat arm rests . . . satin silvered interior-ware . . . Instrument panel in antique gold includes an electric clock and motor heat indicator. The windshield and new crown ventilator open and close by turning a convenient lever. Rubber body rests insulate the Salon body from the noise of travel.

Extended Appointments and Specifications on Last Page



*Model 470
121-inch wheelbase.
Bijur Centralized
Chassis Lubrication.
Houdaille Shock
Absorbers.*

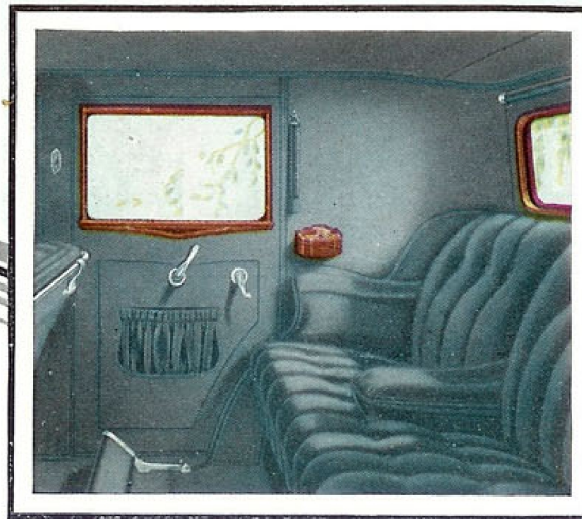


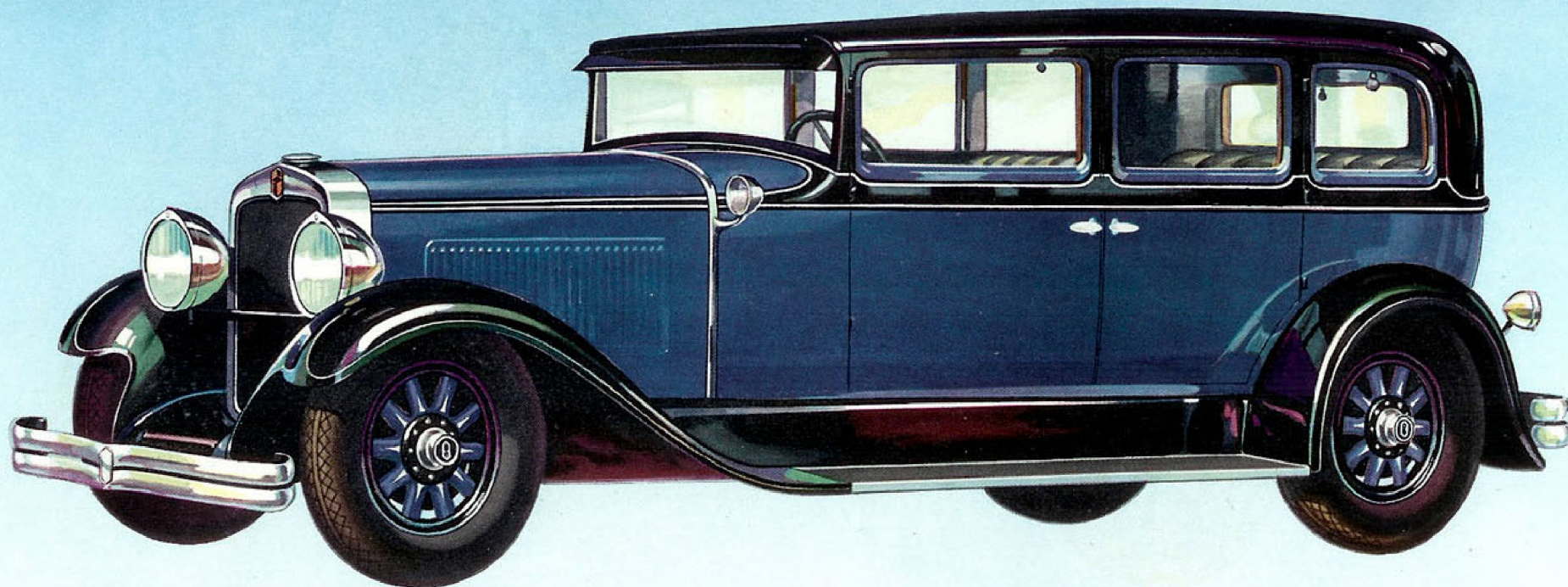
THE ADVANCED SIX AMBASSADOR

FOR motoring in the most luxurious manner, Nash has built a new "400" Ambassador. Here is Salon coachcraft at its very finest . . . rear seats secluded by the striking design of the brougham-type rear quarter . . . choice gray velvet mohair upholstery . . . deeply upholstered arm rests on either side of the rear seat with folding arm rest in the center . . . seat cushions plaited and buttoned . . . wood trim in solid walnut, with ivory inlay . . . satin silvered interiorware in an exclusive new design . . . oversize, built-in, Salon trunk at rear . . . clear-vision front pillar posts . . . *chauffeur or owner-driven, a most attractive car for five.*

Extended Appointments and Specifications on Last Page

Model 467
130-inch wheelbase.
Bijur Centralized
Chassis Lubrication.
Houdaille Shock
Absorbers.

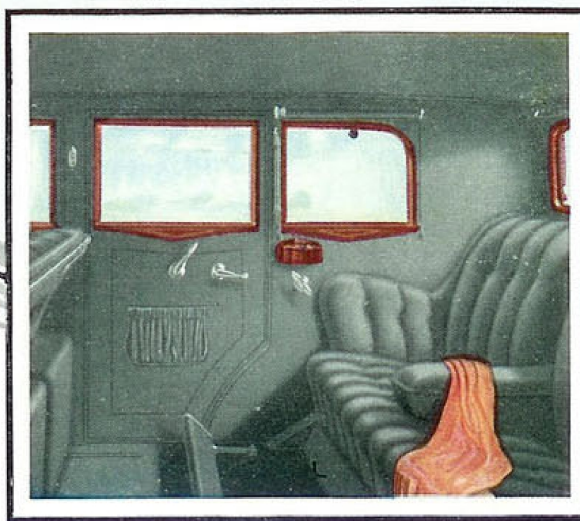




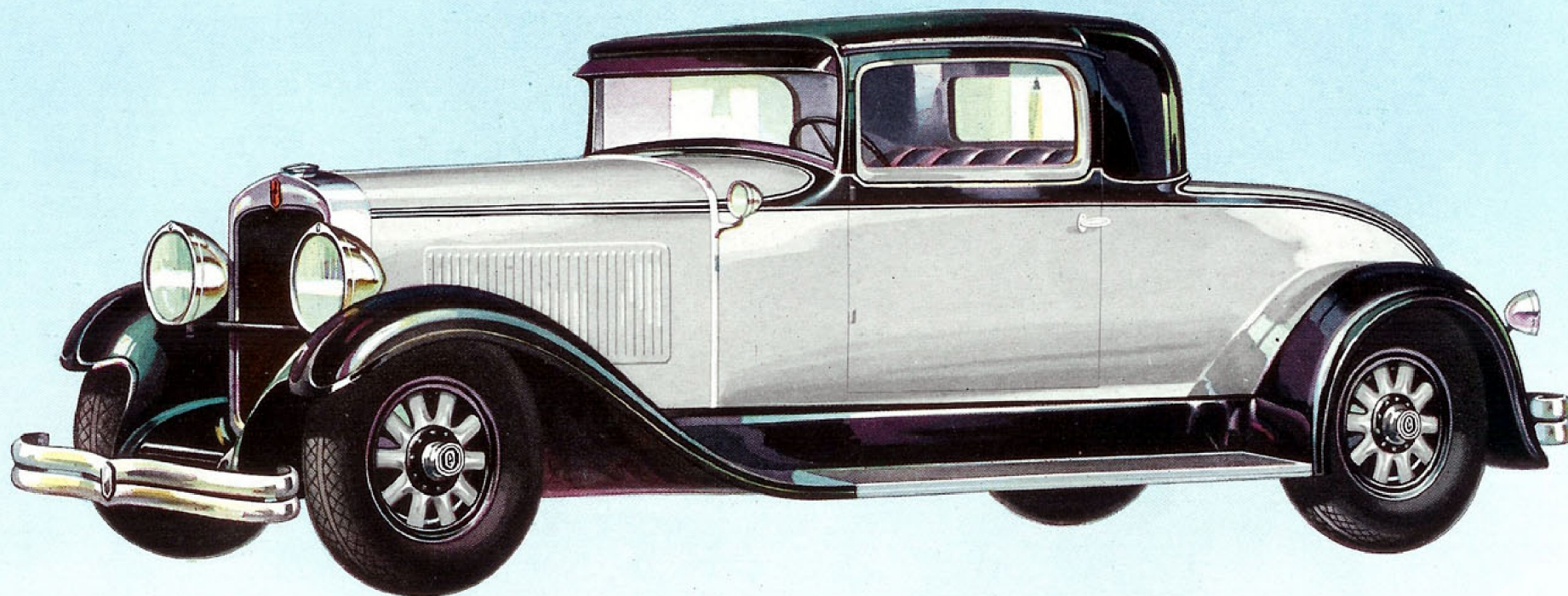
THE ADVANCED SIX SEVEN PASSENGER SEDAN

TO SERVE those who require luxurious facilities for seven passengers, Nash builds this distinguished Sedan. It is on the long 130-inch wheelbase with greater room and comfort for all passengers. Its perfectly proportioned Salon body with clear vision front pillar posts is upholstered in velvet mohair of exquisite texture . . . with a massive folding center arm rest in the rear seat . . . cushions and side arm rests are deeply buttoned in the custom manner . . . and the auxiliary seats are extra wide and spring cushioned. It is offered both *with* and *without* the chauffeur partition between front and rear seats.

Extended Appointments and Specifications on Last Page



*Model 464
130-inch wheelbase.
Bijur Centralized
Chassis Lubrication.
Houdaille Shock
Absorbers.*



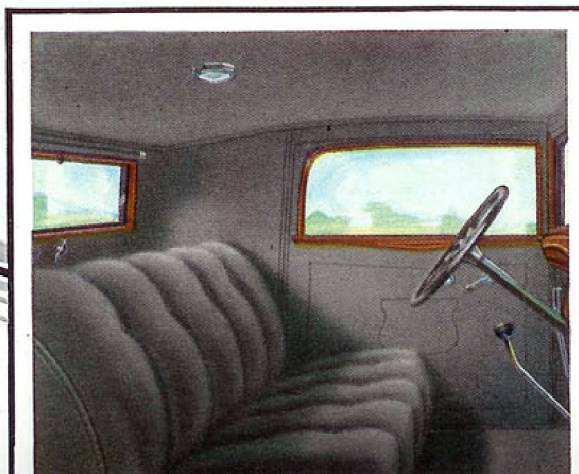
ADVANCED SIX COUPE

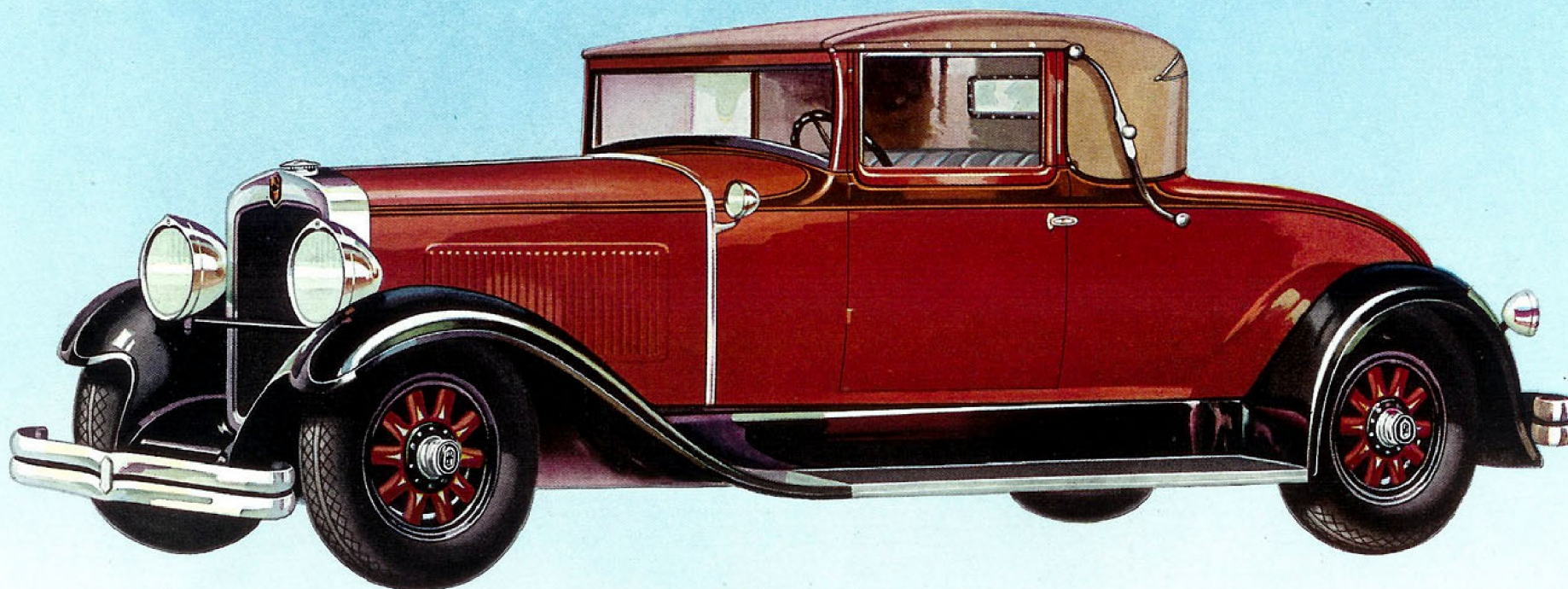
*A*T EVERY rendezvous of fashion, you will notice the popularity of the exclusively fashioned Nash "400" Advanced Six Coupe. It is correct in every detail . . . built for those to whom it is important *how* they ride. It seats two in front with extra room and two more in its very commodious and very comfortable

rumble seat. This rumble seat is of the new "400" type with upholstered arm rests. The Coupe is finished in silver gray and black . . . upholstered in silver gray mohair velvet, with rear seat done in duotone Spanish grain leather . . . window panels are in genuine walnut . . . gray carpet and curtains match the upholstery.

Extended Appointments and Specifications on Last Page

*Model 460
130-inch wheelbase.
Bijur Centralized
Chassis Lubrication.
Houdaille Shock
Absorbers.*





ADVANCED SIX CABRIOLET

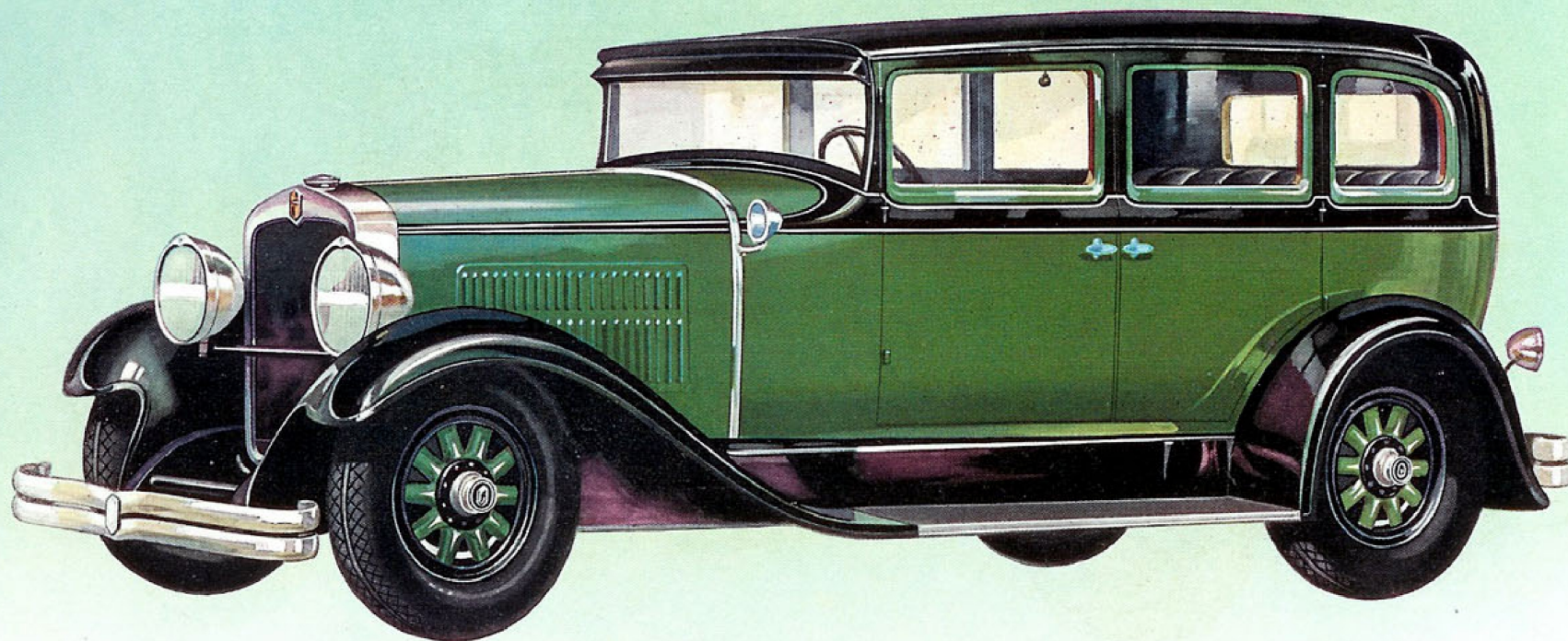
THE correct car, today, superseding the old-type Roadster for informal motoring is the open-enclosed type, the Cabriolet. And in the Advanced Six line Nash has built a "Salon" Cabriolet which is the most aristocratic of its type. It is a powerful car, and a fast one, with its new "Twin-Ignition" motor. It is finished in

cedar and mahogany tones in the new Nash deep-lustre finish . . . its new "400" type rumble seat with upholstered arm rests . . . and a low-set Burbank top which folds compactly when lowered . . . black top optional. Duotone, Spanish grain leather is used for upholstery throughout this smart, luxurious car.

Extended Appointments and Specifications on Last Page



Model 461
130-inch wheelbase.
Bijur Centralized
Chassis Lubrication.
Houdaille Shock
Absorbers.

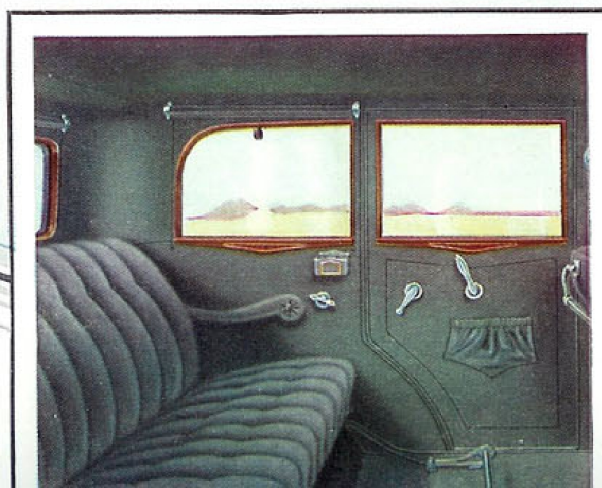


SPECIAL SIX FOUR DOOR SEDAN

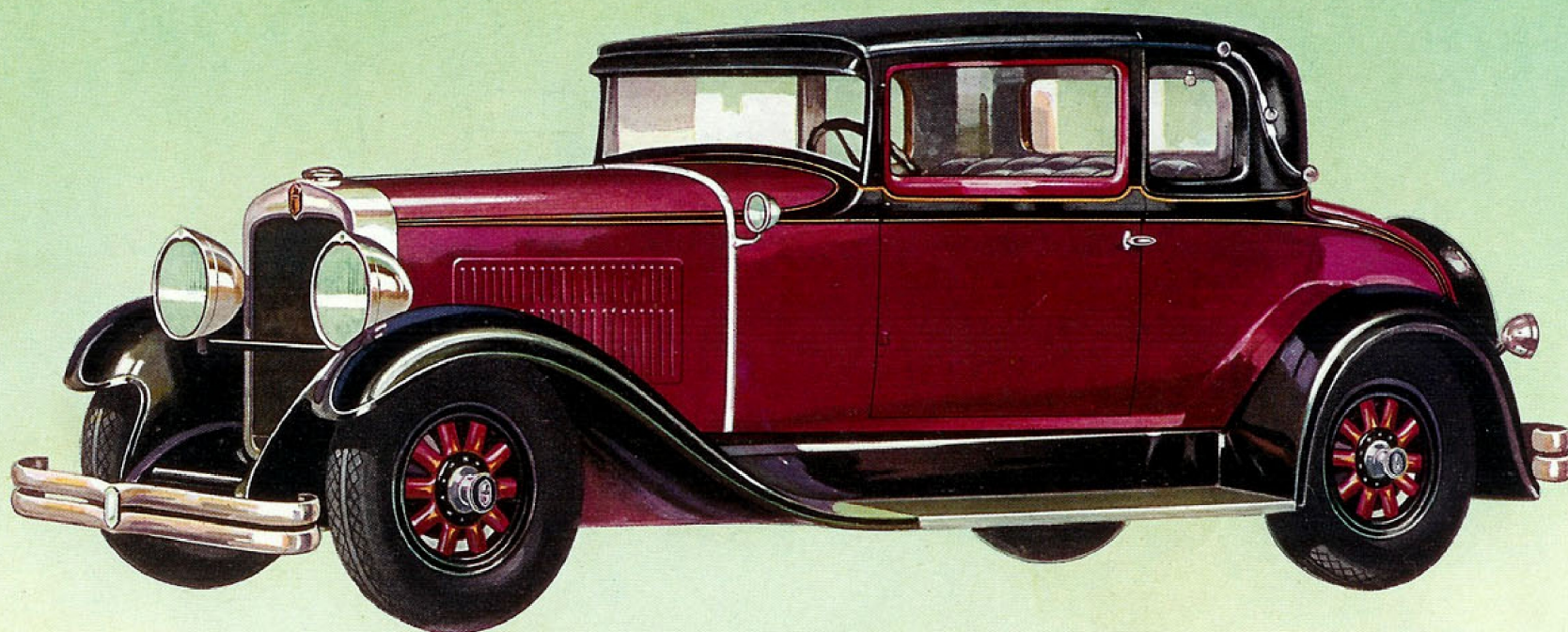
THE 5-passenger, 4-door, Special Six Sedan of the new "400" Series, is a delightful family car. Its smart, colorful style, its fleet, vigorous "Twin-Ignition" performance, will lend new pride and pleasure to driving and riding. Luxury is everywhere apparent. Soft cushions with rear seat arm rests . . . garnished

in walnut-finish with ivory inlay line . . . upholstery of gray mohair with green undertone . . . vanity case and smoking set of Russian leather . . . coincidental ignition-transmission lock . . . built-in automatic windshield wiper . . . new non-glare rear-view mirror . . . one-piece fenders of Salon design.

Extended Appointments and Specifications on Last Page



Model 440
116-inch wheelbase.
Lovejoy Hydraulic
Shock Absorbers.

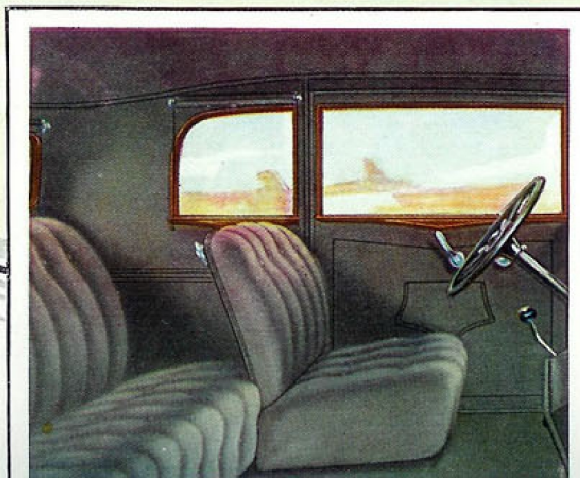


THE SPECIAL SIX VICTORIA

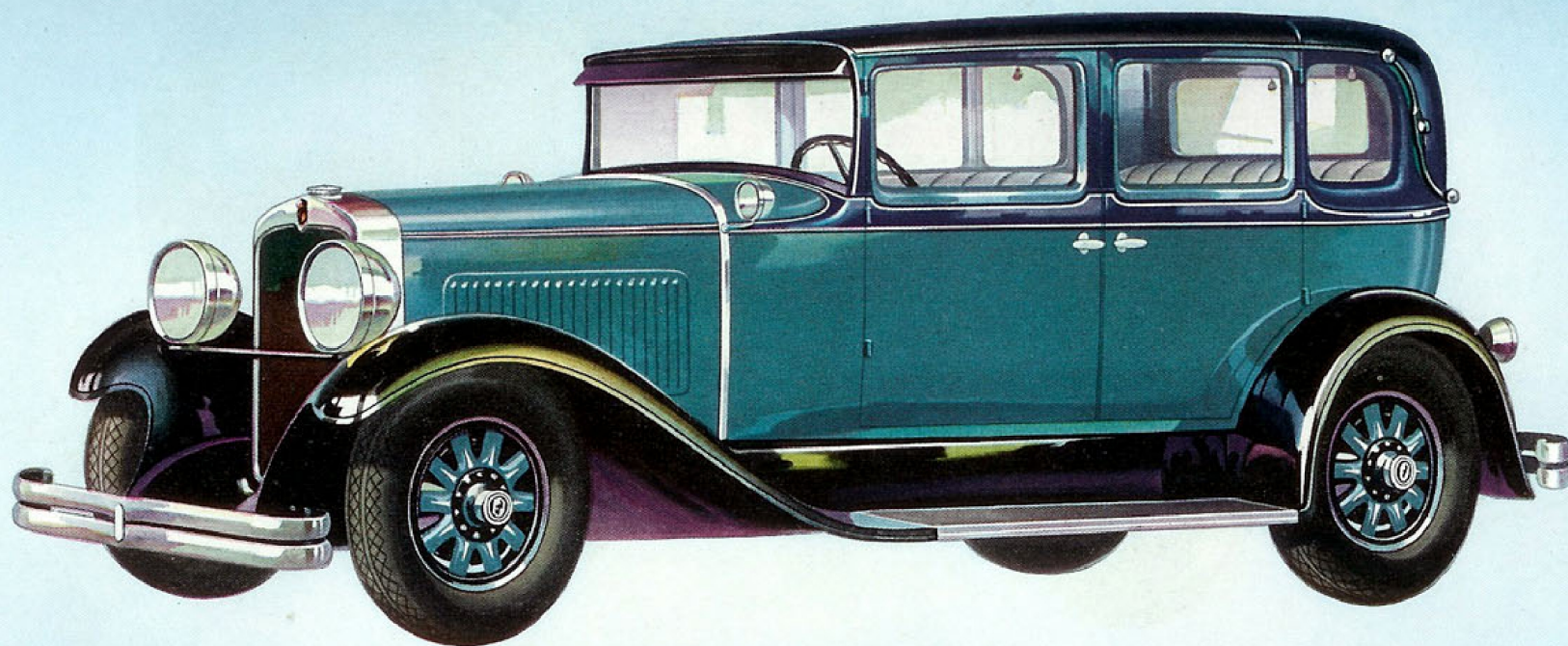
THE Victoria on the lengthened Special Six Chassis with its companionable seating arrangement is for those who enjoy a car particularly individual and distinctive in its style. It strikingly emphasizes the modern technique and luxury in the coachcraft of the new "400" Salon bodies. Fenders are of one-piece Salon design.

The upholstery is a blue-gray mohair. The auxiliary seat in front is of the new "400" soft cushion type with comfortable, restful arm rests and back . . . paneling is walnut-finish with ivory inlay line. It's a smart car, and, with its new "Twin-Ignition" performance, a very fast and powerful one.

Extended Appointments and Specifications on Last Page



Model 442
116-inch wheelbase.
Lovejoy Hydraulic
Shock Absorbers.

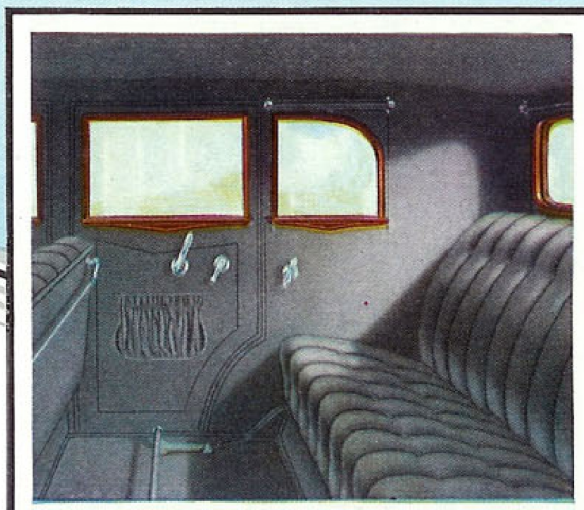


STANDARD SIX DE LUXE SEDAN

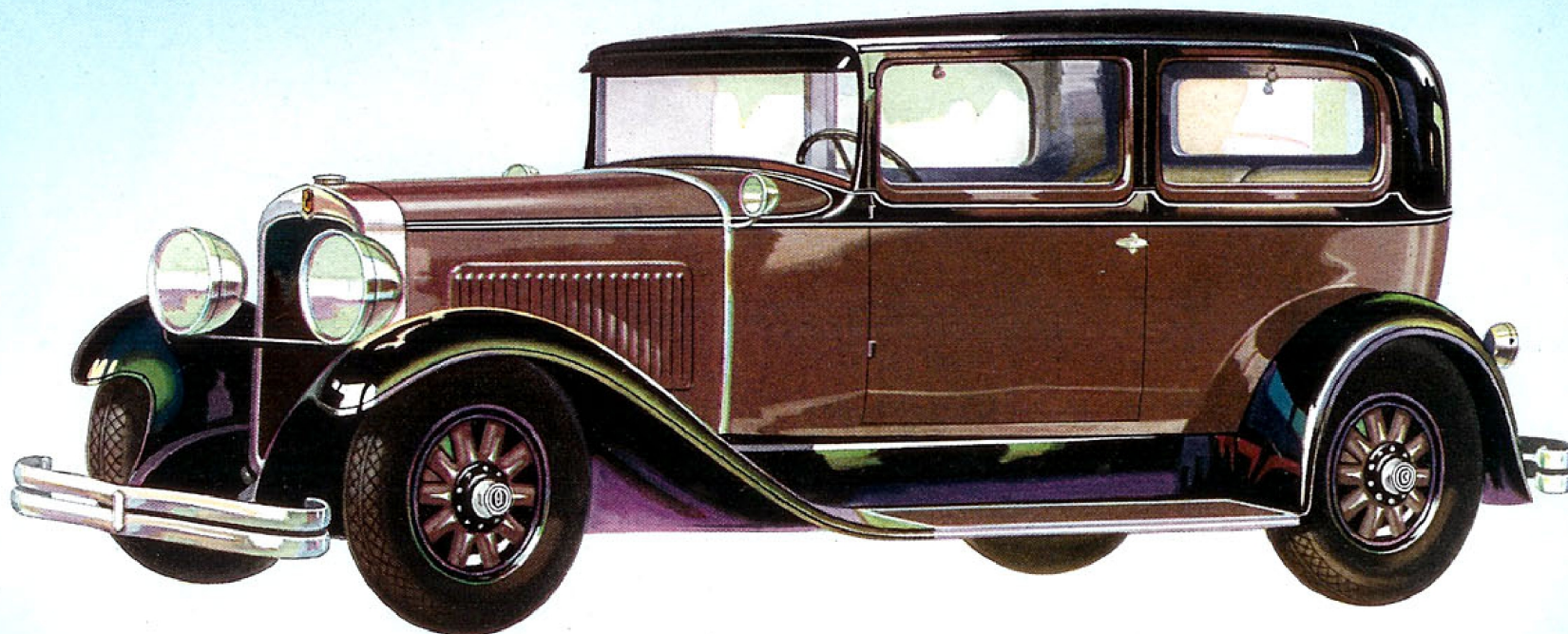
TO REALIZE the remarkable value which Nash now offers, consider this DeLuxe Sedan. It is by far the most desirable car in the low-priced field. Its new high-compression motor is capable of from 65 to 70 miles an hour. Its upholstery is cloud-gray mohair...walnut-finish interior paneling . . . attractive new instrument

board...new "400" steering wheel...concealed mechanism windshield wiper . . . and a new crown ventilator controlled by opening and closing the windshield. Smart coach bars enrich the style of its new Salon body. Lovejoy hydraulic shock absorbers and longer wheelbase give it unusual riding ease.

Extended Appointments and Specifications on Last Page



Model 428
112¼-inch wheelbase.
Lovejoy Hydraulic
Shock Absorbers.



STANDARD SIX SEDAN

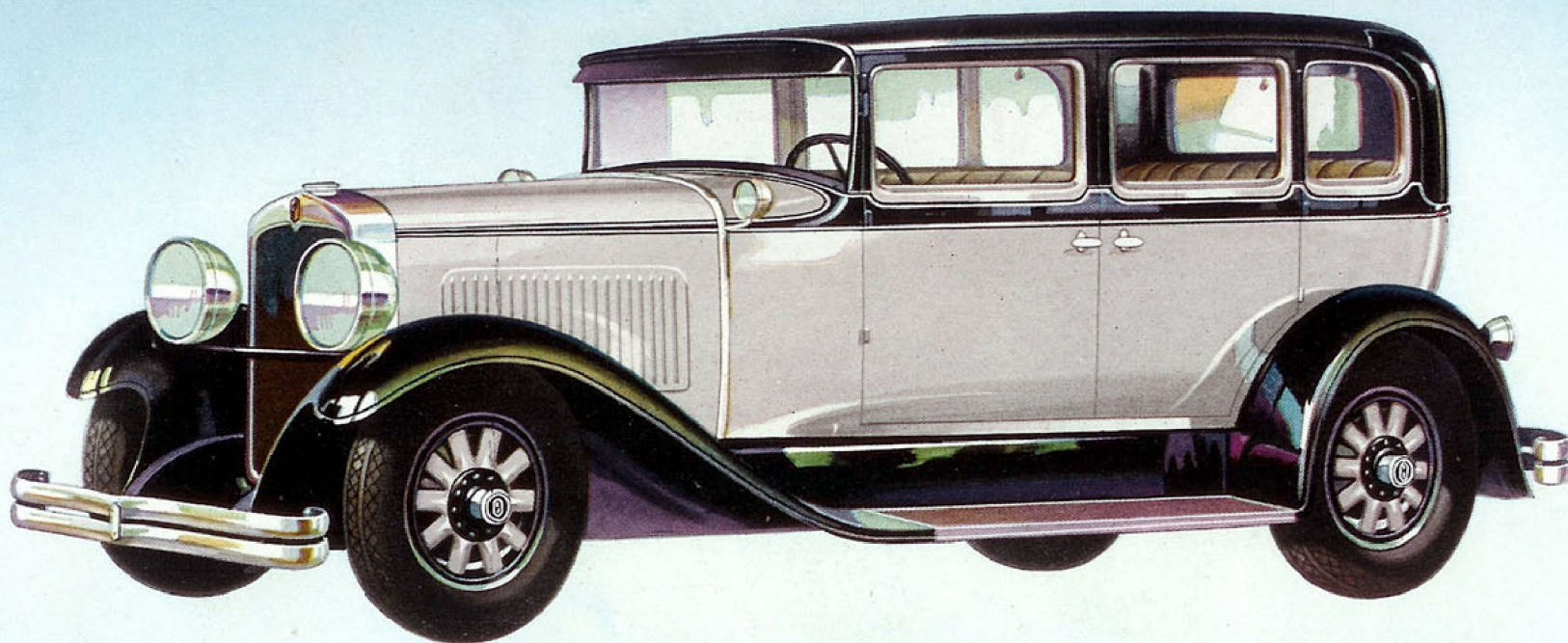
*A*MONG other cars now selling at the same low price of the Nash "400" Standard Six Sedan, pictured above, you will nowhere find the same smart style and performance. Its Salon body exhibits the same rich beauty as other Nash "400" models...one-piece fenders . . . exclusively designed Biflex-Nash bumpers and

bumperettes and Lovejoy hydraulic shock absorbers, front and rear . . . new "400" non-glare rear vision mirror . . . satin silvered interiorware . . . tailored upholstery of exceptionally fine velour . . . new "400" type "finger-grip" steering wheel . . . front seats adjustable to different statures . . . clear vision front pillar posts.

Extended Appointments and Specifications on Last Page



*Model 423
112¼-inch wheelbase.
Lovejoy Hydraulic
Shock Absorbers.*

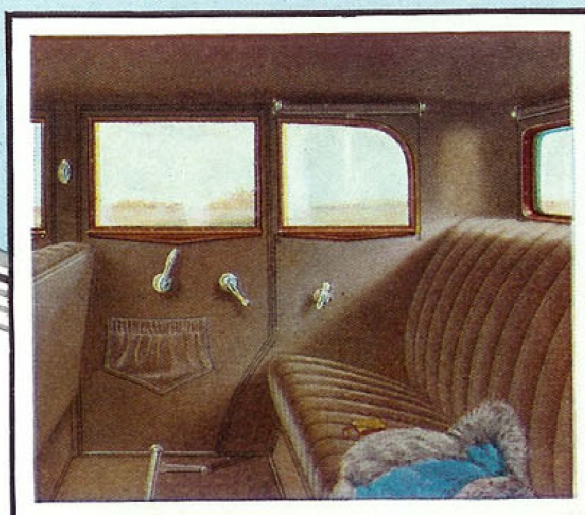


STANDARD SIX FOUR DOOR SEDAN

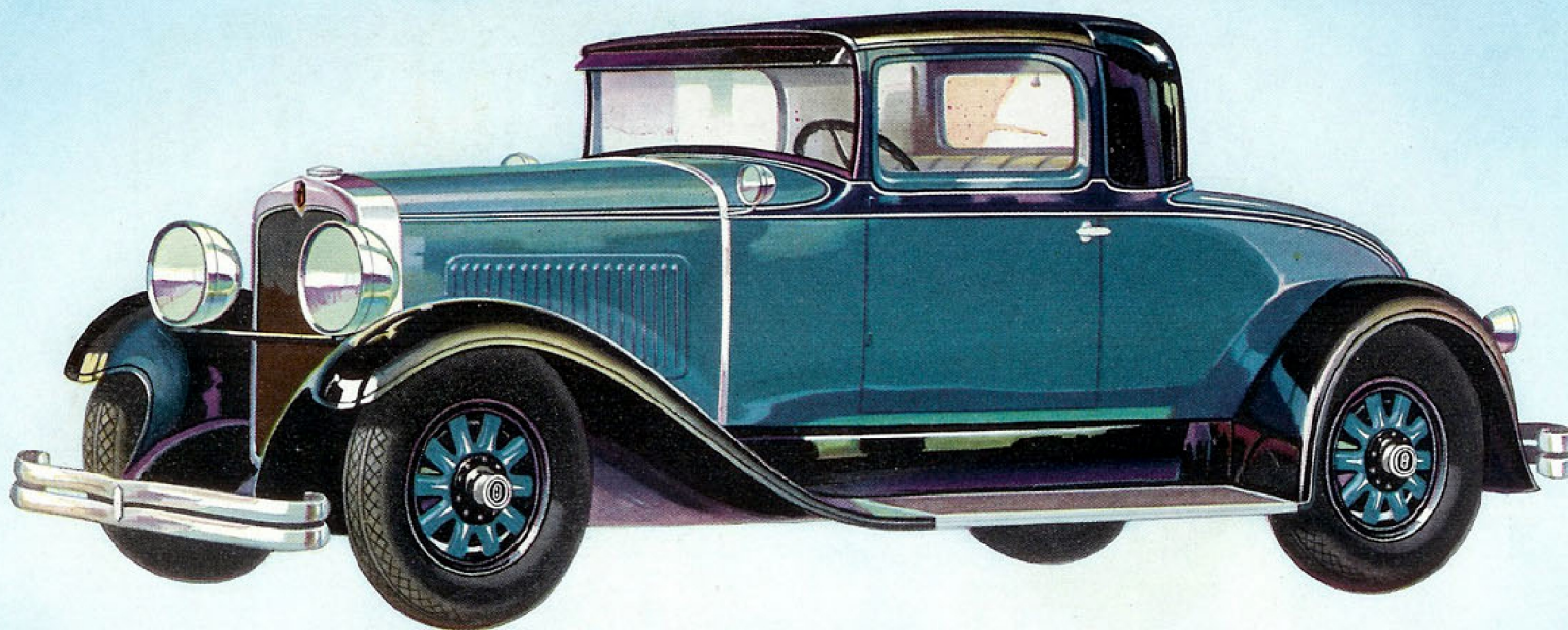
*A*NOTHER instance of the luxury and fine-car performance which Nash now offers at very low prices is the Standard Six 4-door Sedan. It is built on a longer "400" wheelbase, and powered with a new-type high turbulence, high compression motor. The luxurious completeness of its Salon body is indicated by these

fine features: new walnut-finish instrument board with instruments silvered framed including motor heat indicator and indirectly lighted with control on the new "400" "finger-grip" steering wheel . . . new coincidental ignition-transmission lock . . . new satin silvered interiorware.

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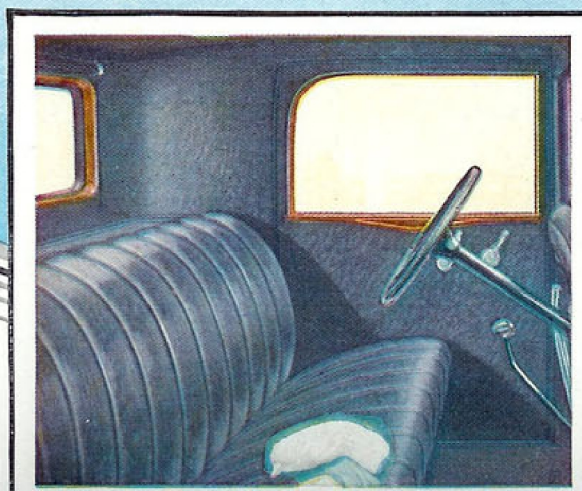
*Model 420
112 1/4 inch wheelbase.
Lovejoy Hydraulic
Shock Absorbers.*



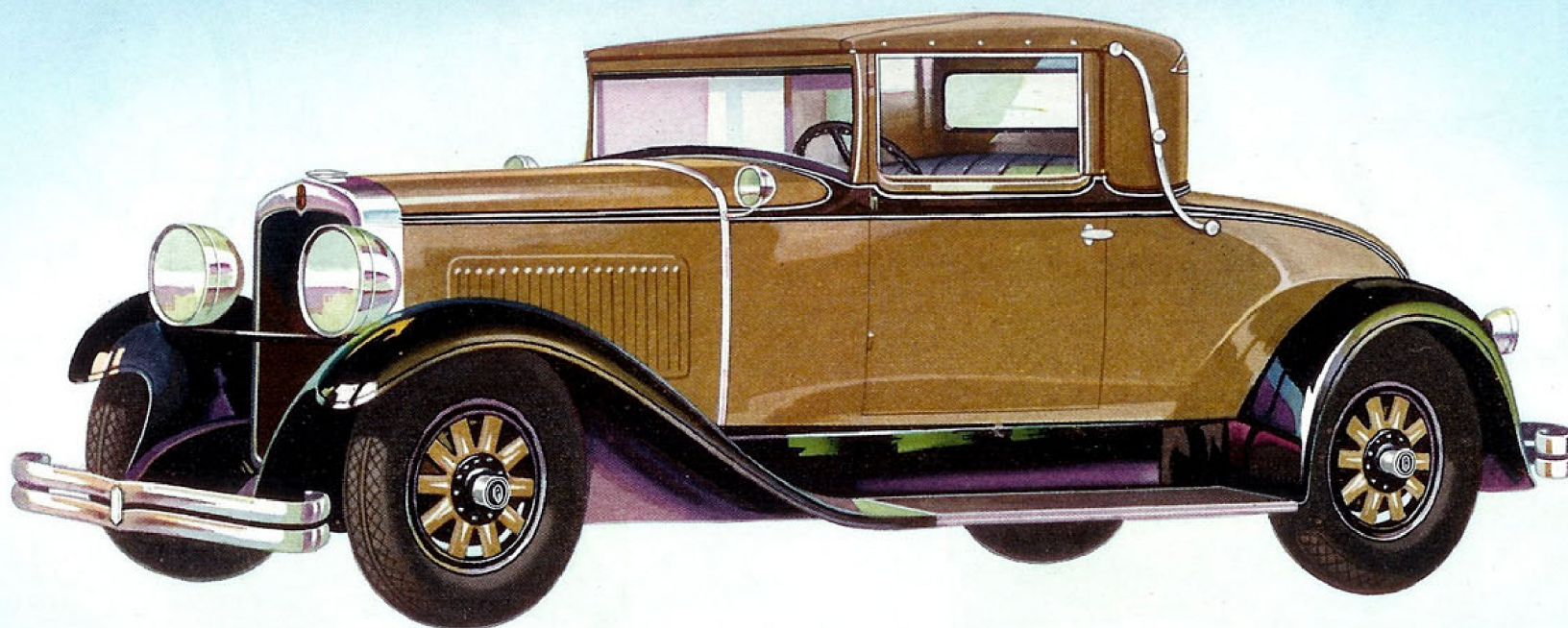
THE STANDARD SIX COUPE

THE Coupe in the "400" Standard Six line is very versatile in its utility. For business, for small families, or as a second car, no other car at its price matches its desirability. Its smart lines are enhanced by the luxury and completeness of its Salon body appointments . . . optional upholstery of genuine leather in blue or fine velour . . . walnut-finish door panels . . . interiorware of special "400" design in satin finish . . . concealed mechanism windshield wiper . . . package compartment back of seat . . . big luggage compartment in rear deck. The windshield and new crown ventilator are easily lever operated.

Extended Appointments and Specifications on Last Page



Model 425
112¼-inch wheelbase.
Lovejoy Hydraulic
Shock Absorbers.

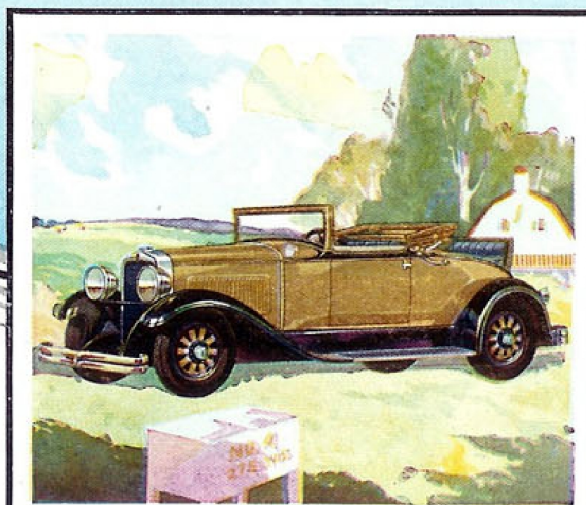


THE STANDARD SIX CABRIOLET

*H*ERE, in the "400" Salon body, Standard Six Cabriolet is a most desirable version of the 4-passenger, open-enclosed type which has supplanted the Roadster in vogue. Brilliant in performance . . . striking in appearance . . . low in price . . . upholstery of genuine brown leather . . . smart weather-beading

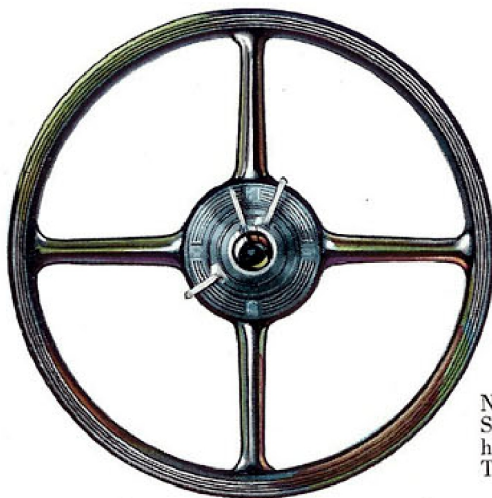
around doors . . . and walnut-finish door panels with ivory inlay . . . built-in crown ventilator . . . windows set in nicked frames . . . low-set Burbank top which permits clear vision behind, closed or open . . . black top optional at no increase in cost . . . one-piece design fenders . . . new "400" type rumble seat.

Extended Appointments and Specifications on Last Page

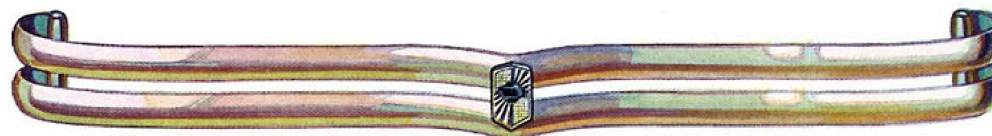


Model 422
112 $\frac{1}{4}$ -inch wheelbase.

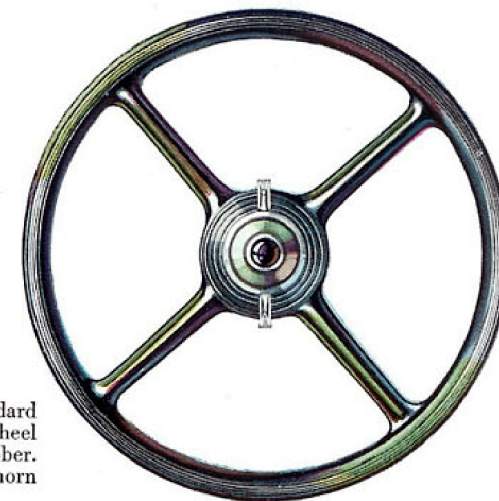
Lovejoy Hydraulic
Shock Absorbers.



New type Salon steering wheel on Advanced and Special Six models. Its steel core is sheathed in hard black rubber and horn button is centered. Throttle, spark and light control levers are nickel plated



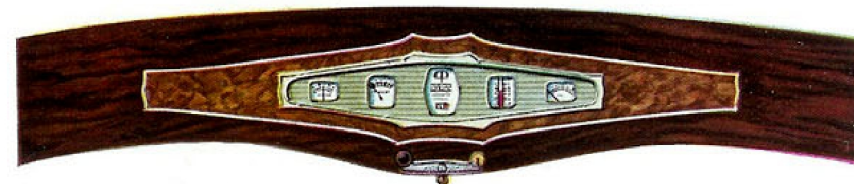
Emphasizing the ultra quality Nash maintains throughout all "400" features are the handsome Biflex-Nash bumpers and bumperettes in Salon design and crested with the new Nash emblem. Standard equipment on all models



Like the higher-priced "400" models the Standard Six Series also has the new-type steering wheel of steel covered heavily with hard black rubber. Here, too, the controls are nicked, and the horn button is centered



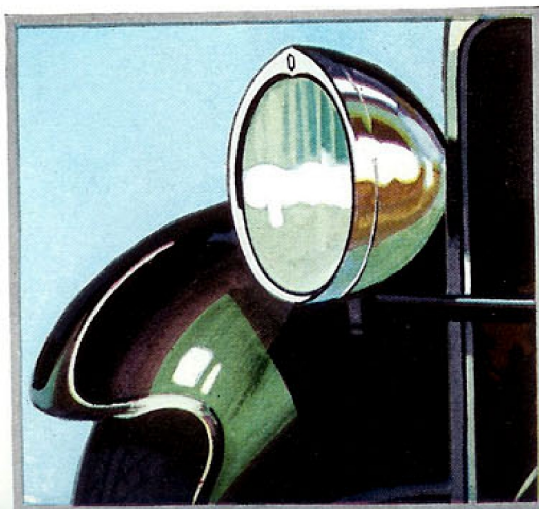
A new design instrument board adds distinction to the Salon interiors of the Advanced Six "400" Series. Fashioned with straight-grain walnut effect, it contrasts smartly with the knurled walnut design which sets off the instrument panel with its antique gold background and similarly finished instruments. In the panel is an electric clock, motor heat indicator, hydrostatic gas gauge, ammeter, oil pressure gauge, and speedometer, while the coincidental ignition-transmission lock is located directly below on the instrument board



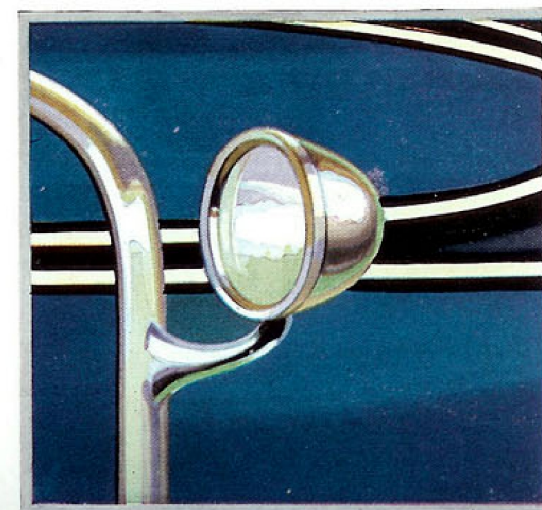
Closely pursuing the walnut effect so artistically achieved in the Advanced Six Series instrument board the Special Six models present an attractive variation in the instrument panel which has a silver finished background with silver finished instruments. The instruments included in the assembly of the Special Six panel are a motor heat indicator, hydrostatic gas gauge, ammeter, oil pressure gauge and speedometer, and, as with the Advanced Six, there is a coincidental ignition-transmission lock centered directly below the panel on the instrument board



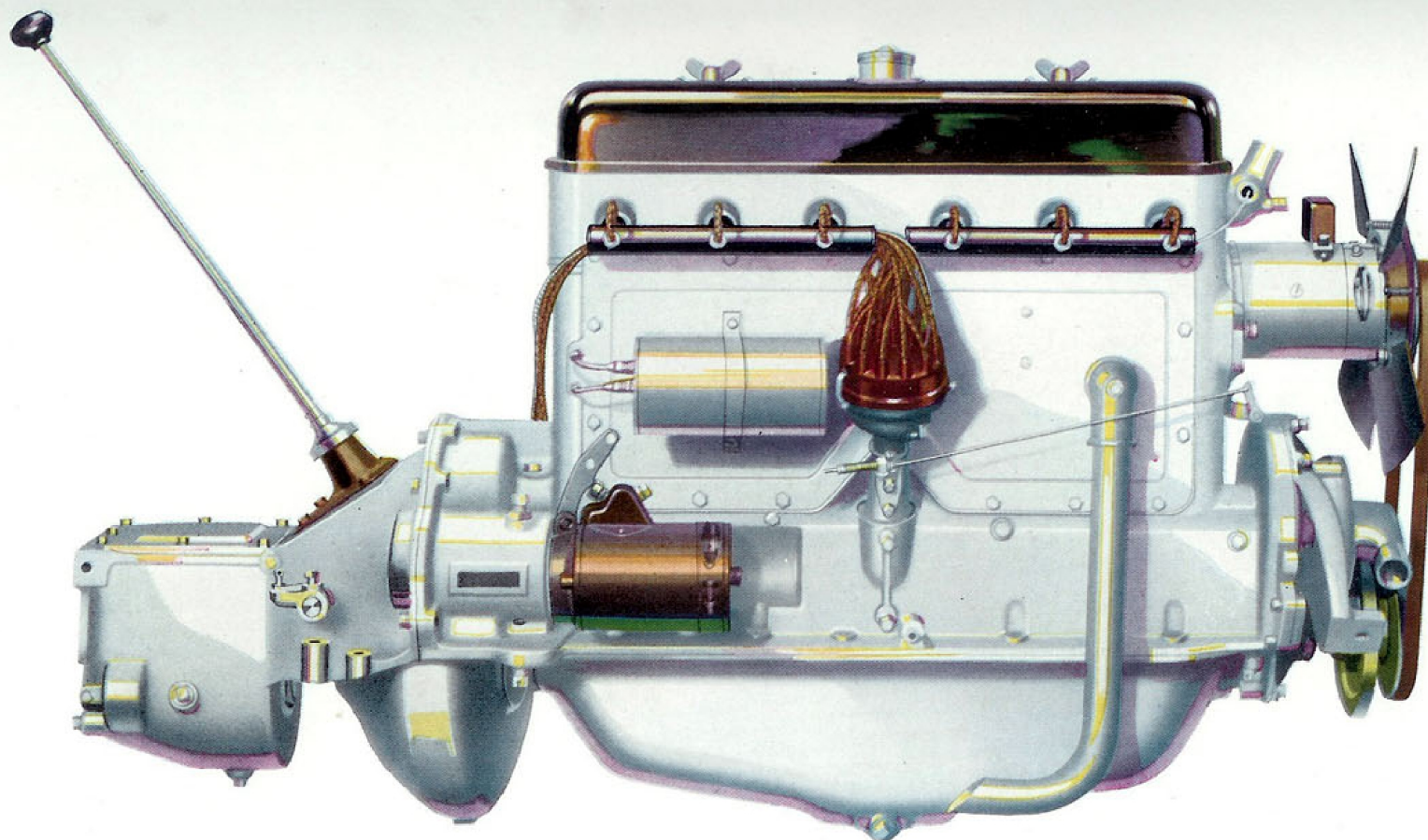
Though measurably lower-priced than the two larger "400" Series the Standard Six models reflect the same fine quality and decorative beauty in the Salon treatment of their instrument boards. The silver-finished instrument unit is given handsome relief by the knurled walnut effect achieved in the instrument board design which has straight-grain walnut finish for background. The instrument panel includes motor heat indicator, ammeter, hydrostatic gas gauge, oil pressure gauge, and speedometer, while the coincidental ignition-transmission lock in this series is placed conveniently on the steering column bracket



All exterior metal ware is chrome plated over nickel to preserve its high luster from corrosion or tarnish



The new design of the "400" headlights and parking lights conforms to the attractive contour of the new one-piece Salon fenders



TWIN-IGNITION MOTOR

THE striking character of Nash performance is directly attributable to the new and unusual type of motor which identifies the "400" Series. Both the Advanced Six and Special Six Series are powered with the Twin-Ignition motor.

This motor unites for the first time in the history of automobile engineering five great advanced principles of design.

These are: twin ignition (two air craft type spark plugs to each cylinder instead of the usual one); high compression; valve-in-head construction; Bohnalite aluminum alloy pistons (with Invar struts); and a 7-bearing crankshaft with hollowed crank pins which greatly reduces centrifugal load and increases speed.

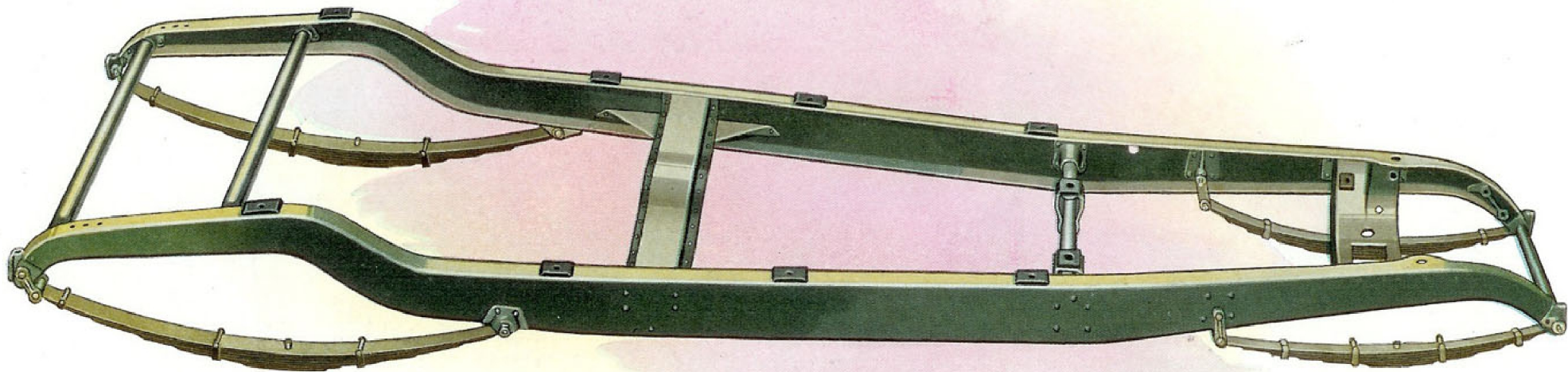
The specific advantage of Twin Ignition is that it results in more power,

greater speed, and fuel economy through the faster and more thorough burning of gases in the combustion chamber.

The chief value of high compression is increased power. This is achieved through compressing gases in a smaller area so that when ignited expansion takes place with far greater rapidity and enormously greater pressure.

The use of Bohnalite pistons enables the development of greater speed through a considerable lightening of reciprocating parts. A further advantage of the aluminum piston is that it has heat conductivity much faster than that of cast iron, thus making possible greater operating efficiency with the high compression motor.

The vital importance of valve-in-head motor construction in the fine car field is unquestioned.



The Advanced Six "400" frame with its rubber body insulators illustrates the double drop feature, the deeper side rails and the tubular type of cross members used throughout the "400" series frames

It is an established engineering fact that this construction permits complete machining of the combustion chamber so that there is an absolute uniformity of explosion in all six cylinders. The result of this is perfectly even power impulses.

Due to the method of intake and exhaust of gases the valve-in-head motor design results in the development of greater power.

In the Standard Six Series there is a new-type motor combining the advantages of high turbulence, high compression; Bohnalite aluminum alloy pistons (with Invar struts); and 7-bearing crankshaft with torsional vibration damper; with the L-head principle of construction, a type of motor design especially favorable to quality manufacturing in the field of lower-priced cars.

High turbulence contributes directly and importantly to the greater efficiency and economy of the Standard Six motor due to the more intense agitation of vaporized gases set up in the manifold and combustion chamber.

The torsional vibration damper eliminates all torsional vibration and removes from the power-stream any vibration period.

The "400" Advanced Six models are capable easily of speed from 75 to 80 miles per hour, the "400" Special Six from 70 to 75 miles per hour, and the Standard Six models from 65 to 70.

But of even greater interest and value to you is the quality of performance delivered by the new "400" motors.

At get-away or top speed or any point intermediate, in second speed or high speed the performance is smooth and quiet and powerful beyond any comparison.

You "pick-up" with remarkable alertness and accelerate swiftly to higher and higher speed to the very maximum with luxurious ease and evenness.

All this finer performance, greater power, greater speed, quietness, and smoothness is developed with exceptional fuel economy by the nature of the motor design.

Paralleling the new quality of Nash performance is the new riding comfort of the "400" Series.

Each chassis of the three Series has a new-type double-drop frame, stronger, more rigidly trussed with tubular cross-members, and with deeper side members.

These frames serve to bring the over-all height of the cars to a very modern low point, and also lower the center of gravity and so achieve even greater road balance. At the same time even more headroom has been achieved.

The wheelbase in each Series is considerably longer except with two Advanced Six models.

With every model the alloy steel springs are individually tailored to the actual weight and type of car.

Co-ordinated with these especially engineered springs are full hydraulic shock absorbers both front and rear.

Nash has developed an exclusive "outboard" mounting for these shock absorbers that is the finest thing that has ever been done toward enhancing their value in promoting riding comfort.

In developing the "400" Series, Nash chassis engineers worked out their developments step by step with the body engineers instead of individually as is customary.

As a result Nash has been able to create a new and finer kind of body design and mounting from the standpoint of riding luxury as well as beauty.

They are roomier and more comfortable bodies. They have newly designed seat springs, much deeper and more relaxing to the posture of the body.

Another notable new development embodied in the "400" Series is its steering ease.

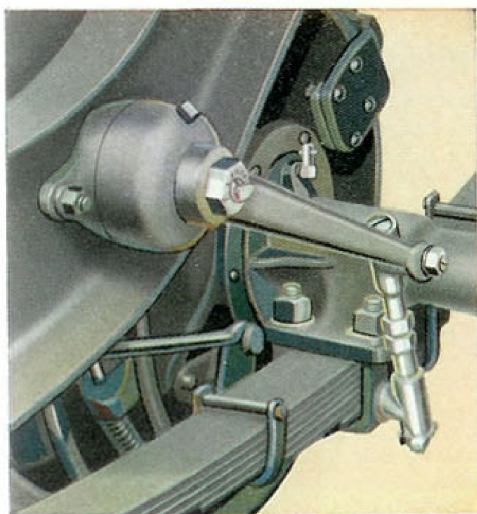
By the new type steering mechanism Nash has achieved the fastest, easiest steering ever known.

You turn and park with a celerity that is unequalled and with

this new-design steering the turning radius has been reduced 25%.

The new radiators are higher and narrower, conforming to the body design, and they provide greater cooling capacity for the high compression motor.

The shell of the radiator, the bumpers, the lamps and all other exterior metal work, is chrome-plated over nickel to preserve its lustre against all tarnish and corrosion.



Double action Houdaille hydraulic shock absorbers with an exclusive Nash design outboard mounting enhance the luxury of riding in the Advanced Six models

The new fenders are of one-piece Salon design to harmonize with the new body style.

These new "400" models are all fully equipped at the factory. The list price on each one includes full equipment so that you need buy no extras except a spare tire.

Biflex bumpers in front and bumperettes in the rear of special Nash design which conform to the modern lines of the Salon body style are on all models.

Houdaille hydraulic shock absorbers are on the front and rear of all Advanced Six models.

Lovejoy hydraulic shock absorbers, front and rear, are on all Special Six and Standard Six models.

The Bijur centralized lubricating system is an important feature of all Advanced Six models. With this system you simply depress a pedal conveniently located on the floor board and an automatically metered amount of oil, regardless of temperature, is sent to 21 chassis points including all spring shackles.

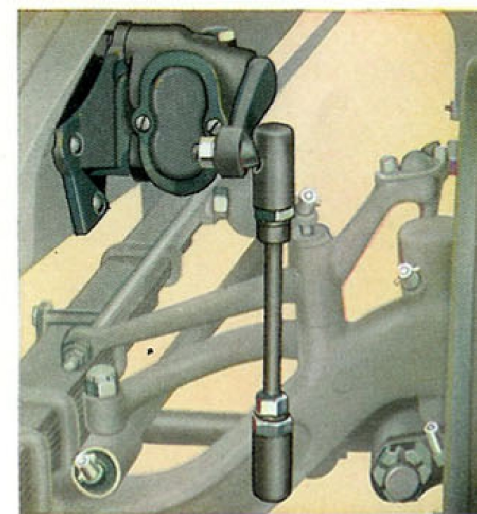
All enclosed models of all three series with the exception of the Cabriolets have automatic windshield wipers with concealed mechanism. With the Cabriolets the mechanism necessarily is exposed. This wiper returns to the clear vision position automatically when shut off.

All models have a non-glare, rear-view mirror.

There is a combined backing light, stop light and tail light on Advanced and Special Six models, and a combined stop light and tail light on Standard Six models.

All models have a motor heat indicator on instrument panel and all have a coincidental lock. This lock cuts off ignition and automatically locks the transmission in neutral simultaneously.

A spare tire lock and cover for spare tire are also on all models and disc wheels are optional equipment at no extra cost.



Extreme riding comfort is attained in both the Special Six and Standard Six series through Lovejoy hydraulic shock absorbers with special designed Nash outboard mounting

Four Hundred Series

SPECIFICATIONS

ADVANCED SIX

MOTOR—6-cylinder; high compression. Bore 3-7/16". Stroke 5".
IGNITION—Twin; 12 spark plugs.
CONNECTING RODS—Drop forged steel; double heat treated.
PISTONS—Aluminum alloy with slotted skirt; fitted with Invar-strut.
CAMSHAFT—Single drop forging; 1½" dia. 4 bearings.
MAIN BEARINGS—Babbitt, bronze backed; 7 in number.
CRANKSHAFT—Selected forging steel, 7 bearings; shaft hollowed and fitted with vibration damper.
MOTOR LUBRICATION—Oil pump driven by spiral gears from camshaft. Force feed to all main and camshaft bearings.
COOLING SYSTEM—Tubular radiator; centrifugal pump; 4-blade aluminum fan; friction driven.
CARBURETOR—Exhaust gas jacketed with heat control interconnected with carburetor throttle.
FRAME—Double drop, extra deep channels; 6 cross members; 4 tubular.
BRAKES—Service brakes on all four wheels; external contracting on rear wheels, internal expanding on front wheels. Surface extra large. Parking brake external contracting on extended transmission shaft.
DRIVE—Hotchkiss type; drive and torque through rear springs.
CHASSIS LUBRICATION—All points requiring frequent attention are lubricated by the Bijur centralized system.
SPRINGS—Nash process alloy steel; semi-elliptic.
STEERING GEAR—Worm and roller.
TIRES—32 x 6.00, full balloon.
WHEELBASE AND MODELS—5-pass. two and four-door sedans on 121" wheelbase; 4-pass. cabriolet, 4-pass. coupe, 5-pass. Ambassador, 7-pass. sedan and 7-pass. Imperial sedan on 130" wheelbase.

APPOINTMENTS—ADVANCED SIX

All enclosed Advanced Six "400" models feature the following appointments and equipment:—steering wheel with steel core sheathed in hard black rubber; nickeled throttle, spark, and light control levers; horn button in center; straight grain walnut finished instrument boards with contrasting center design of knurled walnut as background for instrument panel which is in antique gold with assembly including electric clock, motor heat indicator, hydrostatic gas gauge, ammeter, oil pressure gauge and speedometer; mounted on antique gold plate below instrument panel are carburetor heat control, choke, and coincidental ignition-transmission lock; new type crown ventilator; rubber pads on clutch and brake pedals, starting foot button, and Bijur system; accelerator pedal is aluminum of foot size; nickeled parking brake and gear shift levers; satin finish silver interiorware; remote control inside door lock handles; clutch and brake pedals, emergency brake lever, and steering gear post encased in rubber at floor boards to exclude wind, mud, dirt, and water; no-glare rear view mirror; automatic windshield wiper with concealed mechanism (except on cabriolets where mechanism is necessarily exposed); Bijur centralized chassis lubrication; Houdaille shock absorbers front and rear; Biflex-Nash bumpers and bumperettes; one-piece fenders; clear-vision front pillar posts; spare tire lock; spare tire cover; combined backing, stop, and tail light; and disc wheels are optional at no added cost. All sedan models have arm rests; shirred door pockets; foot rests; dome light; vanity cases and smoking sets; and lever operated windshield.

SPECIAL SIX

MOTOR—6-cyl. high compression, 3¼" bore, 4½" stroke.
IGNITION—Twin; 12 spark plugs.
CONNECTING RODS—Drop forged steel; double heat treated.
PISTONS—Aluminum alloy with slotted skirt, Invar-strut, 3 compression and one oil regulating ring.
CAMSHAFT—Single drop forging 1 3/16" dia.—4 bearings.
MAIN BEARINGS—Babbitt, bronze backed; 7 in number.
CRANKSHAFT—Forged steel, 7-bearing hollowed crankpins.
LUBRICATION—Gear pump driven by camshaft. Forced feed to crankshaft, connecting rod and camshaft bearings.
COOLING SYSTEM—Centrifugal pump, 4-blade, pressed steel fan. Thermostat, tube and fin radiator.
CARBURETOR—Exhaust gas jacketed with heat control interconnected with throttle.
FRAME—Double drop, extra deep channels; 6 cross members, 4 tubular.
BRAKES—Service brakes on all four wheels. External contracting, rear; internal expanding, front. Surface extra large. Parking brake, external contracting on transmission shaft.
DRIVE—Hotchkiss type. Drive and torque through rear springs.
SPRINGS—Nash process alloy steel; semi-elliptic.
STEERING GEAR—Fully adjustable, low ratio.
TIRES—Full balloon, 29 x 5.50.
WHEELBASE AND MODELS—5-pass. 2-door sedan, 2-pass. coupe—with rear deck luggage compartment, 4-pass. coupe—rumble seat, 5-pass. 4-door sedan, 4-pass. cabriolet, 4-pass. Victoria. All 116" wheelbase.

APPOINTMENTS—SPECIAL SIX

All enclosed Special Six "400" models feature the following appointments and equipment:

Steering wheel—steel core, covered with black hard rubber; nickel plated hand throttle, spark and light control levers and horn button in center. Straight grained walnut finish instrument board with contrasting center design of knurled walnut as a background for instrument panel unit of satin silver finish; instruments indirectly illuminated with hand switch under dash, include—speedometer, ammeter, oil pressure gauge, hydrostatic gasoline gauge and engine heat indicator; mounted on antique gold finish plate below instrument panel are also, choke knob, coincidental ignition and transmission lock and carburetor heat control lever. New type crown ventilator; clutch pedal, brake pedal and starting button, black enameled; accelerator pedal aluminum; gear shift lever, nickel plated with hard rubber covered knob; silver satin finish interiorware; remote control inside door handles; non-glare rear view mirror; automatic windshield wiper with concealed mechanism (except in cabriolet where mechanism necessarily is exposed) which returns to clear vision when shut off; Lovejoy shock absorbers front and rear; Biflex-Nash bumpers and bumperettes; one-piece fenders; clear-vision front pillar post; spare tire lock; spare tire cover; combined backing, stop and tail light; disc wheels optional at no added cost. All sedan models have lever operated windshields, cabriolet windshield has arm and wing nuts on sides; sedans have arm rests, shirred door pockets, foot rest, dome light, vanity cases and smoking sets.

STANDARD SIX

MOTOR—L-head, high compression, 6-cylinder, 3½" bore, 4" stroke.
PISTONS—Aluminum alloy, 2 main and 2 oil regulating rings.
CONNECTING RODS—Rifle bored, 8¼" long.
CAMSHAFT—One-piece, 6 bearings.
BEARINGS—Bronze backed, Babbitt lined.
CRANKSHAFT—7 bearings, torsional vibration damper.
LUBRICATION—Force feed to all crankshaft, connecting rod and camshaft bearings.
COOLING SYSTEM—Water circulated by pump; thermostat control, tube and fin radiator, high velocity fan.
FRAME—Double drop, side rails 5¼" deep; ⅛" stock, 5 cross members.
BRAKES—Service brakes on all four wheels. 12" drums front and rear. Front, internal expanding; rear, external contracting. Parking brake, acts on rear wheels.
STEERING GEAR—Cam and lever type.
DRIVE—Hotchkiss type.
SPRINGS—Secret process alloy steel; semi-elliptic.
TIRES—5" on 20" rims, full balloon. Standard 56" tread.
WHEELBASE AND MODELS—2-pass. coupe, 5-pass. 2-door sedan, 5-pass. 4-door sedan, 4-pass. cabriolet, 5-pass. De Luxe sedan; all models 112¼" wheelbase.

APPOINTMENTS—STANDARD SIX

All enclosed Standard Six "400" models feature the following appointments and equipment:

Steering wheel with steel core encased in hard rubber; carburetor throttle and lighting switch are finished in nickel and mounted on steering wheel; horn button in center; straight grained walnut finished instrument board with appropriate center design of knurled walnut as background for instrument panel which is silver finished, indirectly lighted in which are grouped motor heat indicator, hydrostatic gasoline gauge, speedometer, oil pressure gauge and ammeter; carburetor heat control is mounted to the right and choker to the left of the group of instruments; coincidental ignition lock is mounted conveniently on steering column bracket; large size clutch and brake foot pads; nickel plated gear shift lever with hard rubber knob; aluminum accelerator pedal; windshield wiper built in (except on cabriolet where mechanism is necessarily exposed); Lovejoy shock absorbers front and rear; Biflex-Nash bumpers and bumperettes; one-piece fenders; clear-vision front pillar posts; spare tire lock; spare tire cover; combined stop and tail light; disc wheels are optional at no extra cost; enclosed models have built in lever operated windshields; dome light; shirred pockets on rear doors and remote door controls; cabriolet windshield tilt-arms and wing nuts on sides. Sedan models have nickel plated bar foot rail and black enameled robe rail bar.

